

# THE NATIONAL ARCHIVES FEDERAL REGISTER OF THE UNITED STATES

1934

VOLUME 19 NUMBER 155

Washington, Wednesday, August 11, 1954

## TITLE 7—AGRICULTURE

### Chapter IX—Agricultural Marketing Service (Marketing Agreements and Orders), Department of Agriculture

[Lemon Reg. 548, Amdt. 1]

#### PART 953—LEMONS GROWN IN CALIFORNIA AND ARIZONA

##### LIMITATION OF SHIPMENTS

**Findings.** 1. Pursuant to the marketing agreement, as amended, and Order No. 53, as amended (7 CFR Part 953; 18 F. R. 6767), regulating the handling of lemons grown in the State of California or in the State of Arizona, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended, and upon the basis of the recommendation and information submitted by the Lemon Administrative Committee, established under the said amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of the quantity of such lemons which may be handled, as hereinafter provided, will tend to effectuate the declared policy of the act.

2. It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice and engage in public rule making procedure, and postpone the effective date of this regulation until 30 days after publication thereof in the FEDERAL REGISTER (60 Stat. 237; 5 U. S. C. 1001 et seq.) because the time intervening between the date when information upon which this amendment is based became available and the time when this amendment must become effective in order to effectuate the declared policy of the Agricultural Marketing Agreement Act of 1937, as amended, is insufficient, and this amendment relieves restriction on the handling of lemons grown in the State of California or in the State of Arizona.

**Order, as amended.** The provisions in paragraph (b) (1) (ii) of § 953.655 (Lemon Regulation 548; 19 F. R. 4714) are hereby amended to read as follows:

(ii) District 2: 500 carloads.

(Sec. 5, 49 Stat. 753, as amended; 7 U. S. C. 608c)

Dated: August 5, 1954.

[SEAL] S. R. SMITH,  
Director, Fruit and Vegetable  
Division, Agricultural Mar-  
keting Service.

[F. R. Doc. 54-6177; Filed, Aug. 10, 1954;  
8:46 a. m.]

## TITLE 12—BANKS AND BANKING

### Chapter II—Federal Reserve System

#### Subchapter A—Board of Governors of the Federal Reserve System

[Reg. F]

#### PART 206—TRUST POWERS OF NATIONAL BANKS

##### INTER-TRUST TRANSFER OF PARTICIPATIONS

Section 206.112 is added to read as follows:

§ 206.112 *Inter-trust transfer of participations.* (a) The Board of Governors has been presented with two questions with respect to the inter-trust transfer of participations in a common trust fund.

(b) In the first case, a donor wishes to combine two trusts, both revocable and created by him at different times, all assets of each having been invested in the common trust fund. The trustee wishes to consummate this transaction by transfer of the units of participation in the common trust fund rather than by liquidation and reinvestment of such units.

(c) In the second case, the beneficiary of a terminating testamentary trust, invested in the common trust fund, wishes to create a living trust with his distributable share. In carrying out this transaction, the trustee wishes to transfer units of participation rather than liquidate them and reinvest the proceeds in the living trust.

(d) The only provision of this part pertaining to this matter is the second sentence of subparagraph (3) of para-

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The regulatory material appearing herein is keyed to the Code of Federal Regulations, which is published, under 50 titles, pursuant to section 11 of the Federal Register Act, as amended August 5, 1953.

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Title 19, Revised 1953 (\$5.00)

Title 32A, Revised Dec. 31, 1953 (\$1.50)

Title 46: Part 146 to end (\$6.50)

Previously announced: Title 3, 1953 Supp. (\$1.50); Titles 4-5 (\$0.60); Title 6 (\$2.00); Title 7: Parts 1-209, Revised 1953 (\$7.75); Part 900 to end (\$1.25); Title 8 (\$0.35); Title 9 (\$0.50); Titles 10-13 (\$0.50); Title 14: Parts 1-399 (\$1.25); Part 400 to end (\$0.50); Title 15 (\$1.25); Title 16 (\$1.00); Title 17 (\$0.50); Title 18 (\$0.45); Title 20 (\$0.70); Title 21 (\$1.50); Titles 22-23 (\$1.00); Title 24 (\$0.75); Title 25 (\$0.45); Title 26: Parts 1-79, Revised 1953 (\$7.75); Parts 80-169 (\$0.50); Parts 170-182 (\$0.75); Parts 183-299, Revised 1953 (\$5.50); Part 300 to end, and Title 27 (\$1.00); Titles 28-29 (\$1.25); Titles 30-31 (\$1.00); Title 32: Parts 1-699 (\$1.75); Part 700 to end (\$2.25); Title 33 (\$1.25); Titles 35-37 (\$0.70); Title 38 (\$2.00); Title 39 (\$2.00); Titles 40-42 (\$0.50); Title 43 (\$1.75); Titles 44-45 (\$0.75); Title 46: Parts 1-145 (\$0.35); Titles 47-48, Revised 1953 (\$7.75); Title 49: Parts 1-70 (\$0.60); Parts 71-90 (\$0.65); Parts 91-164 (\$0.45); Part 165 to end (\$0.60); Title 50 (\$0.55)

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graph (a) of § 206.17, which provides that "No bank administering a Common Trust Fund shall issue any document evidencing a direct or indirect interest in such Common Trust Fund in any form which purports to be negotiable or assignable."

(e) The purpose of this provision was to minimize the possibility of common trust funds being used as investment trusts, the shares of which ordinarily are negotiable or assignable, and to preclude any evidence of participation in such funds reaching the hands of the general public. It was not the intent of this provision to prohibit, in all instances, inter-trust transfers of participations in a common trust fund.

(f) The Board is of the opinion, therefore, that, in these two cases, the transfer of units in a common trust fund does not violate the spirit and purpose of this part and is not prohibited. However, it should be borne in mind that any trust which acquires, by inter-trust transfer, an investment in a common trust fund must be one created and used for bona fide fiduciary purposes.

(g) The possible tax aspects of the cases submitted have not been explored, but it is assumed that a bank will take appropriate steps to satisfy itself that transactions of this kind would not be used to accomplish an improper avoidance of tax liability.

(Sec. 11 (l), 38 Stat. 262; 12 U. S. C. 248 (l). Interpret or apply secs. 2-4, 24 Stat. 18, 19, sec. 1, 40 Stat. 1043, as amended, sec. 1, 44 Stat. 1225, as amended, sec. 11 (k), 38 Stat. 261, as amended, 53 Stat. 68, as amended; 12 U. S. C. 30-33, 34 (a), 248 (k). 26 U. S. C. 169)

## BOARD OF GOVERNORS OF THE FEDERAL RESERVE SYSTEM,

[SEAL] S. R. CARPENTER,  
Secretary.

[F. R. Doc. 54-6194; Filed, Aug. 10, 1954;  
8:49 a. m.]

## TITLE 14—CIVIL AVIATION

### Chapter I—Civil Aeronautics Board

[Reg. SR-407]

#### PART 1—CERTIFICATION, IDENTIFICATION, AND MARKING OF AIRCRAFT AND RELATED PRODUCTS

##### PART 4a—AIRPLANE AIRWORTHINESS

##### PART 4b—AIRPLANE AIRWORTHINESS; TRANSPORT CATEGORIES

#### SPECIAL CIVIL AIR REGULATION; BASIS FOR APPROVAL OF MODIFICATION OF AIRPLANE TYPES DOUGLAS DC-3 AND LOCKHEED L-18

Adopted by the Civil Aeronautics Board at its office in Washington, D. C., on the 6th day of August 1954.

On October 7, 1953, the Civil Aeronautics Board adopted Special Civil Air Regulation SR-398, effective November 11, 1953 (18 F. R. 6448), which provided a basis for approval of modifications of DC-3 and L-18 airplanes, but limited the scope of that regulation to increases in engine take-off power limitation up to 1,350 horsepower per engine, to installation of engines of not more than 1,830 cubic inches displacement, and to the establishment of new maximum certificated weights not in excess of 26,900 pounds for the DC-3 and 19,500 pounds for the L-18. This regulation expands the scope of SR-398 to cover approval of additional modifications and maximum certificated weights for DC-3 and L-18 airplanes. In order to have all the regulations applicable to modifications and weight increases of the DC-3 and L-18 appear in one document, this regulation embodies herein the provisions of SR-398 and the additional regulations which are made applicable to these airplanes. SR-398 is thus superseded by this regulation.

The Douglas DC-3 and the Lockheed L-18 airplane types were originally designed and certificated on the basis of airworthiness standards in effect prior to 1940. These were contained in Bulletin 7-A promulgated by the former Bureau of Air Commerce and in the initial Part 04 of the Civil Air Regulations which was basically a recodification of Bulletin 7-A. Subsequently the Civil Aeronautics Board promulgated and kept up-to-date newer airworthiness requirements contained in Parts 3, 4a, and 4b of the Civil Air Regulations, the latter two parts containing rules for transport category airplanes. The DC-3 and L-18 are the only large airplane types now in general use in the United States which retain the old standards as a basis for their certification.

For a number of years after the initial certification of these two airplane types relatively few important design changes were introduced, and the airplane specifications regarding maximum certificated weights remained practically unchanged. More recently, however, several operators have made significant design changes in DC-3 and L-18 airplanes and it has become apparent that with the continued use of these airplanes, more operators are considering design changes, such as the installation of higher-powered engines and increases in maximum certificated weights. Although the basis for certification of these airplanes remains unchanged, the Administrator of Civil Aeronautics in some instances has made changes to the pertinent aircraft specifications by applying certain provisions of Part 4a of the Civil Air Regulations. The Board does not consider Bulletin 7-A and the early versions of Part 04 adequate regulatory bases upon which further modifications to these airplane types can be approved by the Administrator.

The provisions of this Special Civil Air Regulation provide the basis for approval by the Administrator of future modifications of individual DC-3 and L-18 airplanes. The provision in section 1 of SR-398 permitting the Administrator to waive the requirements of the regula-



tion when it was shown that a particular airplane was in the process of modification at the time that regulation became effective, has been omitted from this regulation because SR-398 has been in effect for sufficient time to eliminate the need for waiver authority by the Administrator.

This regulation continues the general provisions of SR-398 which required that modifications of DC-3 and L-18 airplanes be accomplished in accordance with the provisions of either Part 4a or Part 4b of the Civil Air Regulations applicable to the modification being made, and which were in effect on September 1, 1953, unless the applicant elects to make the modification in accordance with Part 4b as in effect on the date of modification. This regulation requires, also, that in electing to perform a modification under either Part 4a or Part 4b, each specific modification must be accomplished in accordance with all of the provisions of either Part 4a or Part 4b related to the particular modification. It does not permit selection of certain provisions of Part 4a and other provisions of Part 4b. For example, if it were desired to make a modification of the landing gear, it could be made under either Part 4a or Part 4b, but not partially under Part 4a and partially under Part 4b. This also applies when the applicant elects to make a modification in accordance with the provisions of Part 4b in effect on the date of modification in lieu of Part 4a or Part 4b as in effect on September 1, 1953.

In addition to the general provisions for modification, this regulation contains the specific requirements of SR-398 with respect to approval of increases in take-off power limitation and the installation of new type engines in DC-3 and L-18 airplanes and provides some additional requirements. The intent of these specific requirements is to ensure that such changes will not result in a decrease in safety. This is in general consistent with the policy followed by the Administrator in approving changes made prior to the adoption of SR-398.

In the case of an increase in the take-off power limitation beyond 1,200 horsepower per engine, but not to exceed 1,350 horsepower per engine, this regulation continues the provisions of SR-398 which required that the increase in power shall not adversely affect the flight characteristics of the airplane. The intent of this provision is to permit increases in take-off power only if the applicant can show that the use of the increased power does not result in deterioration of the flight characteristics of the airplane when compared to its previous characteristics. It is believed, however, that increases in take-off power limitation above 1,350 horsepower per engine may result in changes in the engine installation and the airplane's flight characteristics to such an extent that the basis for approval of increases in horsepower provided in SR-398 is no longer appropriate. Since Part 4b represents the most recent design practices, this regulation provides that the take-off power limitation may be increased beyond 1,350 horsepower if compliance is shown with Part 4b at the increased

power with respect to the engine installation provisions, the flight characteristics, and the ground handling requirements.

This regulation contains the provisions of SR-398 which established either Part 4a or Part 4b as the basis for approving the installation of engines not exceeding 1,830 cubic inches displacement which necessitate major modification or redesign, on the condition that there is no decrease in engine fire prevention and protection when compared to the prior engine installation. Since the use of engines with more than 1,830 cubic inches displacement will necessitate extensive modification of the entire engine installation, it appears necessary that such an installation be accomplished in accordance with the most recent airworthiness provisions of the regulations. This regulation, therefore, requires that the installation of these larger engines be accomplished in accordance with the requirements of Part 4b of the Civil Air Regulations.

This regulation also continues the provisions of SR-398 which permitted establishment of new maximum certificated weights not to exceed 26,900 pounds for the DC-3 and 19,500 pounds for the L-18. Where such new maximum weights are desired, the airworthiness certificate may be amended and the maximum weights established in accordance with the transport category performance requirements of either Part 4a or Part 4b, subject to the structural limitations of the airplane. With respect to maximum weights in excess of 26,900 pounds for the DC-3 and 19,500 pounds for the L-18, however, it is considered that such increases in weight may seriously affect not only the structural limitations, but also the flight and ground handling characteristics of the airplane. This regulation requires that weights in excess of 26,900 pounds for the DC-3 and 19,500 pounds for the L-18 shall be established in accordance with the performance, structural, flight characteristics, and ground handling requirements of Part 4b.

It should be noted that in certain cases, showing of compliance is required on the basis of Part 4b of the Civil Air Regulations. In some instances, literal compliance with the provisions of Part 4b may be extremely difficult to accomplish and would not contribute materially to the objective sought. In such cases this regulation provides that the Administrator may take into account the experience gained with the DC-3 and L-18 airplanes. Where such experience justifies it, he is authorized to accept in lieu of the literal provisions of Part 4b such measures of compliance as he finds will effectively accomplish the basic objectives.

SR-398 also required, as a basis for approval of new maximum certificated weights, that the applicant provide flight manual material containing information which will permit the application of the transport category performance operating limitations in the operation of the airplane. This Special Civil Air Regulation continues this requirement. In view of the fact that an applicant for new maximum certificated weights has

such weights established in accordance with the transport category performance requirements of either Part 4a or Part 4b, this regulation also provides that an airplane having such newly established weights shall be considered a transport category airplane in applying the operating rules of the Civil Air Regulations. As a result, therefore, such airplanes when used in air carrier passenger service must be operated in accordance with the transport category performance operating limitations, but when used in other types of services the transport category performance operating limitations are not applicable as at present. Consideration is being given, however, to the problem of making them applicable to all types of operations conducted in transport category airplanes. If such rules are established, then all DC-3 and L-18 airplanes, having certificated weights increased in accordance with SR-398 or this regulation, will have to comply with these rules also. In the meantime, it is recommended that operators, whose airplanes are approved for increased weights by reason of SR-398 or by this regulation, make use of this information to aid in assuring safety in their operations.

Interested persons have been afforded an opportunity to participate in the making of this regulation, and due consideration has been given to all relevant matter presented.

In consideration of the foregoing, the Civil Aeronautics Board hereby makes and promulgates the following Special Civil Air Regulation effective September 10, 1954:

1. *Applicability.* Contrary provisions of the Civil Air Regulations regarding certification notwithstanding,<sup>1</sup> this regulation shall provide the basis for approval by the Administrator of modifications of individual Douglas DC-3 and Lockheed L-18 airplanes subsequent to the effective date of this regulation.

2. *General modifications.* Except as modified in sections 3 and 4 of this regulation, an applicant for approval of modifications to a DC-3 or L-18 airplane which result in changes in design or in changes to approved limitations shall show that the modifications were accomplished in accordance with the rules of either Part 4a or Part 4b in effect on September 1, 1953, which are applicable to the modification being made: *Provided*, That an applicant may elect to accomplish a modification in accordance with the rules of Part 4b in effect on the date of application for the modification in lieu of Part 4a or Part 4b as in effect on September 1, 1953; *And provided further*, That each specific modification must be accomplished in accordance with all of the provisions contained in the elected rules relating to the particular modification.

3. *Specific conditions for approval.* An applicant for any approval of the following specific changes shall comply with section 2 of this regulation as modified

<sup>1</sup>It is not intended to waive compliance with such airworthiness requirements as are included in the operating parts of the Civil Air Regulations for specific types of operation.



by the applicable provisions of this section.

(a) *Increase in take-off power limitation—1,200 to 1,350 horsepower.* The engine take-off power limitation for the airplane may be increased to more than 1,200 horsepower but not to more than 1,350 horsepower per engine if the increase in power does not adversely affect the flight characteristics of the airplane.

(b) *Increase in take-off power limitation to more than 1,350 horsepower.* The engine take-off power limitation for the airplane may be increased to more than 1,350 horsepower per engine if compliance is shown with the flight characteristics and ground handling requirements of Part 4b.

(c) *Installation of engines of not more than 1,830 cubic inches displacement and not having a certificated take-off rating of more than 1,350 horsepower.* Engines of not more than 1,830 cubic inches displacement and not having a certificated take-off rating of more than 1,350 horsepower which necessitate a major modification or redesign of the engine installation may be installed, if the engine fire prevention and fire protection are equivalent to that on the prior engine installation.

(d) *Installation of engines of more than 1,830 cubic inches displacement or having certificated take-off rating of more than 1,350 horsepower.* Engines of more than 1,830 cubic inches displacement or having certificated take-off rating of more than 1,350 horsepower may be installed if compliance is shown with the engine installation requirements of Part 4b: *Provided*, That where literal compliance with the engine installation requirements of Part 4b is extremely difficult to accomplish and would not contribute materially to the objective sought, and the Administrator finds that the experience with the DC-3 or L-18 airplanes justifies it, he is authorized to accept such measures of compliance as he finds will effectively accomplish the basic objective.

4. *Establishment of new maximum certificated weights.* An applicant for approval of new maximum certificated weights shall apply for an amendment of the airworthiness certificate of the airplane and shall show that the weights sought have been established, and the appropriate manual material obtained, as provided in this section.

NOTE: Transport category performance requirements result in the establishment of maximum certificated weights for various altitudes.

(a) *Weights—25,200 to 26,900 for the DC-3 and 18,500 to 19,500 for the L-18.* New maximum certificated weights of more than 25,200 but not more than 26,900 pounds for DC-3 and more than 18,500 but not more than 19,500 pounds for L-18 airplanes may be established in accordance with the transport category performance requirements of either Part 4a or Part 4b, if the airplane at the new maximum weights can meet the structural requirements of the elected part.

(b) *Weights of more than 26,900 for the DC-3 and 19,500 for the L-18.* New maximum certificated weights of more than 26,900 pounds for DC-3 and 19,500 pounds for L-18 airplanes shall be es-

tablished in accordance with the structural, performance, flight characteristics, and ground handling requirements of Part 4b: *Provided*, That where literal compliance with the structural requirements of Part 4b is extremely difficult to accomplish and would not contribute materially to the objective sought, and the Administrator finds that the experience with the DC-3 or L-18 airplanes justifies it, he is authorized to accept such measures of compliance as he finds will effectively accomplish the basic objective.

(c) *Airplane flight manual—performance operating information.* An approved airplane flight manual shall be provided for each DC-3 and L-18 airplane which has had new maximum certificated weights established under this section. The airplane flight manual shall contain the applicable performance information prescribed in that part of the regulations under which the new certificated weights were established and such additional information as may be necessary to enable the application of the take-off, en route, and landing limitations prescribed for transport category airplanes in the operating parts of the Civil Air Regulations.

(d) *Performance operating limitations.* Each airplane for which new maximum certificated weights are established in accordance with paragraphs (a) or (b) of this section shall be considered a transport category airplane for the purpose of complying with the performance operating limitations applicable to the operations in which it is utilized.

5. *Reference:* Unless otherwise provided, all references in this regulation to Part 4a and Part 4b are those parts of the Civil Air Regulations in effect on September 1, 1953.

NOTE: Parts 4a and 4b as amended and in effect on September 1, 1953, were published in the FEDERAL REGISTER at the following citations: Part 4a, 14 F. R. 4072, 14 F. R. 3742, 14 F. R. 6769, 15 F. R. 28, 17 F. R. 11631; Part 4b, 15 F. R. 3543, 15 F. R. 8903, 15 F. R. 9184, 16 F. R. 314, 16 F. R. 11759, 16 F. R. 12220, 17 F. R. 1087, 17 F. R. 11631, 18 F. R. 2213.

This regulation supersedes Special Civil Air Regulation SR-398 and shall remain effective until superseded or rescinded by the Board.

(Sec. 205, 52 Stat. 984; 49 U. S. C. 425. Interpret or apply secs. 601, 603, 52 Stat. 1007, 1009, as amended; 49 U. S. C. 551, 553)

By the Civil Aeronautics Board.

[SEAL] M. C. MULLIGAN,  
Secretary.

[F. R. Doc. 54-6207; Filed, Aug. 10, 1954;  
8:52 a. m.]

## Chapter II—Civil Aeronautics Administration, Department of Commerce

[Amdt. 84]

### PART 608—DANGER AREAS ALTERATIONS

The danger area alterations appearing hereinafter have been coordinated with

the civil operators involved, the Army, the Navy, and the Air Force, through the Air Coordinating Committee, Airspace Subcommittee, and are adopted to become effective when indicated in order to promote safety of the flying public. Since a military function of the United States is involved, compliance with the notice, procedures, and effective date provisions of section 4 of the Administrative Procedure Act is not required.

Part 608 is amended as follows:

1. In § 608.40, the Pine Camp, New York, area (D-66), published on April 21, 1949, in 14 F. R. 1918, and on July 16, 1949, in 14 F. R. 4293, is amended by changing the "Name and Location" column to read: "Camp Drum."

2. In § 608.40, the Gardiner's Island, New York, area (D-19), published on July 16, 1949, in 14 F. R. 4293, and amended on January 16, 1953, in 18 F. R. 350, is further amended by changing the "Using Agency" column to read: "NAS, New York, N. Y."

3. In § 608.28, the Sharps Island, Maryland, area (D-36), published on July 16, 1949, in 14 F. R. 4292, is amended by changing the "Using Agency" column to read: "NAS Patuxent River, Maryland."

4. In § 608.54, the Quantico, Virginia, area (D-37), published on July 16, 1949, in 14 F. R. 4297, and amended on April 26, 1952, in 17 F. R. 3724, and on June 14, 1952, in 17 F. R. 5389, and on September 27, 1952, in 17 F. R. 8617, is further amended by changing the "Designated Altitudes" column to read: "Unlimited."

5. In § 608.41, the Currituck Sound, North Carolina, area (D-34), published on April 21, 1949, in 14 F. R. 1918, is amended by changing the "Time of Designation" column to read: "Unlimited."

6. In § 608.41, the Currituck Sound, North Carolina, area (D-30), published on April 21, 1949, in 14 F. R. 1918, is amended by changing the "Time of Designation" column to read: "Unlimited."

7. In § 608.29, the Camp Edwards, Massachusetts, area (D-14), published on April 21, 1949, in 14 F. R. 1916, republished on July 16, 1949, in 14 F. R. 4292, amended on September 22, 1951, in 16 F. R. 9680 and redesignated as one area on April 21, 1954, in 19 F. R. 2308, is amended by changing the "Using Agency" column to read: "Department of Army, TAC, Camp Edwards, Massachusetts."

8. In § 608.27, the Deblois, Maine, area (D-397), published on December 6, 1951, in 16 F. R. 12307, and amended on June 4, 1954, in 19 F. R. 3298, is further amended by changing the "Using Agency" column to read: "506th Strategic Fighter Wing, Dow AFB, Bangor, Maine."

9. In § 608.29, the South Wellfleet, Massachusetts, area (D-22), published on April 21, 1949, in 14 F. R. 1917, and amended on July 27, 1949, in 14 F. R. 4665, and on March 11, 1950, in 15 F. R. 1329 and on March 6, 1951, in 16 F. R. 2051, and on July 19, 1951, in 16 F. R. 6915, is further amended by changing



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the "Using Agency" column to read: "First Army and 564th Air Defense Group, Otis AFB, Massachusetts."

10. In § 608.28, the Bloodsworth Island, Maryland, area (D-418), published on July 16, 1949, in 14 F. R. 4291, is amended by changing the "Using Agency" column to read: "Comphibtraland, U. S. Naval Amphibious Base, Little Creek, Norfolk, Virginia."

(Sec. 205, 52 Stat. 984, as amended; 49 U. S. C. 425. Interpret or apply sec. 601, 52 Stat. 1007, as amended; 49 U. S. C. 551)

This amendment shall become effective on August 10, 1954.

[SEAL]

F. B. LEE,

Administrator of Civil Aeronautics.

[F. R. Doc. 54-6169; Filed, Aug. 10, 1954; 8:45 a. m.]

Name and location (chart)	Description by geographical coordinates	Designated altitudes	Time of designation	Using agency
COOK INLET (D-466) (McKinley 118 Chart).	Beginning at latitude 60°52'00" N, longitude 151°51'00" W, thence southwesterly 2 miles inland and parallel to the shoreline to a point west-northwest of Harriet Point, approximately latitude 60°24'00" N, longitude 152°18'00" W; thence west-northwest 16 miles to the highest point on Mount Redoubt, approximately latitude 60°29'00" N, longitude 152°44'00" W; thence north 16° east toward Mount Spurr, approximately 25 miles to approximately latitude 60°52'00" N; longitude 152°31'00" W; thence east to latitude 60°52'00" N; longitude 151°51'00" W, point of beginning.	3,500 feet to unlimited.	Unlimited.....	Alaskan Air Command.

2. In § 608.61, the Cook Inlet, Alaska, area (D-347), published on April 21, 1949, in 14 F. R. 1921, is redesignated and revised to read:

Name and location (chart)	Description by geographical coordinates	Designated altitudes	Time of designation	Using agency
COOK INLET (D-347) (McKinley 118 Chart).	Beginning at a point 2 miles inland from the west shore of Cook Inlet and 1½ miles north of the light at the mouth of the Beluga River, approximate latitude 61°14'00", longitude 150°55'00", thence southwesterly 2 miles inland and parallel to the shoreline to a point west-northwest of Harriet Point approximate latitude 60°24'00", longitude 152°18'00", thence west-northwest 16 miles to the highest point on Mount Redoubt, approximate latitude 60°29'00", longitude 152°44'00", thence north 16° east toward Mount Spurr, approximately 46 miles to a point near the McArthur River, approximate latitude 61°07'30", longitude 152°21'20", thence north 51° east 32 miles to a point near the foot of the Trumvirate Glacier, latitude 61°24'30", longitude 151°37'00", thence south-east to the point of beginning, excluding that portion south of latitude 60°52'00".	Surface to unlimited.	Unlimited.....	Alaskan.

(Sec. 205, 52 Stat. 984, as amended; 49 U. S. C. 425. Interprets or applies sec. 601, 52 Stat. 1007, as amended; 49 U. S. C. 551)

This amendment shall become effective on August 13, 1954.

[SEAL]

F. B. LEE,

Administrator of Civil Aeronautics.

[F. R. Doc. 54-6204; Filed, Aug. 10, 1954; 8:52 a. m.]

[Amdt. 85]

## PART 608—DANGER AREAS

## COOK INLET, ALASKA, AREA

The danger area alterations appearing hereinafter have been coordinated with the civil operators involved, the Army, the Navy, and the Air Force, through the Air Coordinating Committee, Air-space Subcommittee, and are adopted to become effective when indicated in order to promote safety of the flying public. Since a military function of the United States is involved, compliance with the notice, procedure, and effective date provisions of section 4 of the Administrative Procedure Act is not required.

Part 608 is amended as follows:

1. In § 608.61, a Cook Inlet, Alaska, area (D-466) is added to read:

## TITLE 32A—NATIONAL DEFENSE, APPENDIX

## Chapter I—Office of Defense Mobilization

[Defense Mobilization Order VII-6, Amdt. 5]

## DMO VII-6—EXPANSION GOALS

## ALUMINUM FORGING FACILITIES

1. Defense Mobilization Order VII-6, dated December 3, 1953 (18 F. R. 7876), and Amendment 1, dated January 29, 1954 (19 F. R. 855), are further amended by adding in proper alphabetical sequence to List III—Open, the following new expansion goal:

No.	Goal	Delegate agency
221.....	Aluminum forging facilities..	Commerce.

2. This amendment shall take effect on June 2, 1954.

## OFFICE OF DEFENSE

## MOBILIZATION,

ARTHUR S. FLEMMING,

Director.

[F. R. Doc. 54-6228; Filed, Aug. 9, 1954; 12:20 p. m.]

## TITLE 46—SHIPPING

## Chapter II—Federal Maritime Board, Maritime Administration, Department of Commerce

## Subchapter C—Regulations Affecting Subsidized Vessels and Operators

[Gen. Order 12, Revised, Supp. 3]

## PART 281—INFORMATION AND PROCEDURE REQUIRED UNDER OPERATING-DIFFERENTIAL SUBSIDY AGREEMENTS

## SAILING SCHEDULES, ROUTES, ETC.

Paragraph (a) of § 281.1 (USMC General Order 12, Revised as amended by Supplement 1), published in the FEDERAL REGISTER (14 F. R. 4875, 15 F. R. 6670) is hereby superseded and amended to read:

(a) *Sailing schedules, routes, etc.* (1) One copy of tentative sailing schedules is required to be submitted<sup>1</sup> not later than 15 days prior to the commencement of the month in which the proposed sailings are to be made. Such schedules shall show separately for each vessel: (i) Name and type of vessel, voyage number, whether owned or chartered, and whether subsidy is requested; (ii) the subsidized service in which the proposed sailing is to be made, indicating if said service is not the same as the one to which the vessel has been assigned by contract; (iii) anticipated date vessel will go on berth and date expected to sail from last United States port; also names of other U. S. and foreign ports of call;